## YACHTING.

Yachts and Yachting in America.

GREAT BEVIVAL IN THE AMUSEMENT.

The Royal Yacht Clubs of Great Britain and the National Yacht Clubs of America.

History and Progress of the New York Yacht Club.

THE FIRST YACHTSMAN IN THE COUNTRY

HENDRIK HUDSON THE PIONEER.

Souvenir of the Late Commodore John C. Stevens, the Founder of the New York Club.

The Champion Cup of the World in Our Hands.

A CALL FOR A CHAMPION FLAG.

THE MANIA FOR NEW YACHTS.

PEOPLE "YACHT CRAZY."

DESCRIPTIONS OF NEW YACHTS.

The Ocean Steam Yacht Octavia, Built in Ohio.

Brilliant Programme for the Season of 1865.

GRAND OCEAN SWEEPSTAKES.

A Superior Nursery for Men-of-War's Men.

NEW AND SPLENDID CLUB HOUSE.

Complete Lists of New York Yachts, Officers of the Club, Description of the Club House at Elysian Fields, &c.

The Yacht Clubs of Brooklyn, Hoboken, Jersey City, Staten Island, Harlem, &c.

Before proceeding to give an account of yachte and yachting in our own country-particularly in our own mediate vicinity—it may not be inappropriate to refer briefly to their existence in Great Britain, a kingdom in which the amusement is reduced to a science, and where the remark of a well known British naval author, "The security of the kingdom is increased by every man being is the motto of the leading yachting publication in the country. Our data is not very late, but as our object is merely to show the origin of the royal yachting clubs, &c., very late information is not necessary for that pur

The Royal Yacht Club was founded in 1815, the month and year of the battle of Waterloo. It was originally called "The Yacht Glub." Under the patronage of King George the Fourth the club rose rapidly, and in Septem ber, 1820, received from that monarch the prefix of her Majosty's fleet, first granted to the club, ander an Admiralty warrant, in June, 1829. Among the feeting. we believe forty-one in number, were Hon. Charles 1 of ham, subsequently Earl of Tarborough, who died as the age of sixty-four, in the rank of commoders of the squadron, on board his yacht Kertsel, September 5, 1846, a Vigo; the Marquis of Thomond, the Marquis of Bucking ham, the Earls of Uxbridge, Belmore and Craven, the wall, and others equally distinguished.

In the chronicles of this club it is recorded that the arrival of the United States schooner yachi America, Commodore Stevens, at the Isle of Wight, and her race with Vice Commodore Stephenson's yacht, Titania, and other vessels, attracted, during the month, a greater number of visitors to Cowes than had ever congregated at the port "within the memory of the oldest inhabitant. Among other royal yacht clubs may be enumerated the

Royal Cork Yacht Club, established in 1720. Cork thus stands first and Cowes second in the list of royal

Royal Thames Yacht Club, founded in 1823. Royal Northern Yacht Club, founded in Belfast, Ire-land, in 1824-joined by the Yachtsmen of the Clyde in 1825; now known only as a Scoten club.

Royal Western Yacht Club of England, established in 1827, under the name of the Royal Clarence Regatta Club. Royal Western Yacht Club of Ireland, cetablished in

Boyal Eastern Yacht Club, founded in 1835. Royal Southern Yacht Club, founded in 1840.

Royal Harwich Yacht Club, founded in 1843. In 1845 the Queen Dowager, Adelaide, became a patron of the club, and in 1846 Queen Victoria and Prince Albert be

Royal Mersey Yacht Club, started in 1844, in Liverpool It was a yacht of this club, named the Queen of the droumstances of great difficulty, the lives of thirty-two of the crew and passengers of the emigrant ship Ocean Monarch, of Boston, destroyed by fire in Abergle bay, August 24, 1848. It was well said by the Earl of Seftor whop, in consequence of this event, a testimonial war his name will be mentioned in many a homestead in the backwoods of America with a prayer for his temporal

Royal Victoria Yacht Club, founded May 24, 1845, the

anniversary of her Majesty's birthday, Segration Gaurge's Yacht City, founded in Irpined to 1846, as the Royal Kingstown, but subsequently adopted

Royal Weish Yacht Club, Marquis of Anglesey Commoore, founded in 1847.

Royal Dec Yacht Club, founded at Chester, receiv the patronage of Queen Victoria in 1847.

Royal Yorkshire Yacht Club, founded in 1847.

Royal London Yacht Club, founded in 1849, originally known as the Arundel Yacht Club, and under that name founded in 1838, and was the last recipient of the honor of patronage from the Queen Dowager, who expired in 1849.

years since, gave a vivid account of a trip from England to New York in what he torms a "clipping Yankee himself with particular admiration in regard to our nau tical models, as he first saw them on his arrival at New

for the inspection of the doctor, and says:-"Esculapius was soon alongside, and almost at the same moment came Mercury, in the shape of a newsman calling himself Com modore Givey, of the Henald news fleet. The Commo dore, in his shirt sice ez, puiled one of the oars of his

that ever sailed upon the waters that bear his name, or "any other" waters on this side the Atlantic. In 1609 (vide Hart, p. 20.) he entered and explored our harber in drickson, of Holland, in a small yacht of sixteen tons named the Ourust (the Restless), who has a name

wharves into the sea, blocks up the wide rivers with its fleets, and sending its ships, the pride of naval architecture, to every clime, defies every wind, outstrides every

We may mention as a part of the contemporaneous head of the navigation of the Hudson, in 1614, that the built here by people who then "owned the mastery of the seas"—the Dutch. Thus much for our ancient Knickerbocker right to claim the distinction of being the

first to establish the institution of yachting in American waters. This distinction, passing through many honored generations, mostly Knickerbocker, has reached our own day, unsulfied in any respect, but, on the contrary, glorified and made proud by the genius, skill and adventurous spirit which have descended to us from our daring

THE HISTORY AND PROGRESS OF THE NEW YORK
YACHT CLUB.
We shall claim the origin of this institution to date

as far back as 1616, for the descent from the Hendrik Hudas far back as 1616, for the descent from the Hendrik Hudson, the first yachtsman of those days in these waters,
to John C. Stevens, the first yachtsman of the
present day, and the founder of the club, is
as clear as any descent that was ever traced. It
will answer our present purpose, however, to go no
further back than the year 1802, when the late Commodore Stevens—in whose memory we shall write further
anon—organized himself and his famous little yacht
Diver into a "New York Yacht Club," and has maintained the existence of the club ever since, or until he
expired. This will give the present institution an expired. This will give the present institution an acknowledged paternity of some sixty-three years, or over two generations—a period amply sofficient to put a bar against any future question regarding its legiti-

been the means of imparting an unbounded amount of vigorous, healthful and highly enjoyable entertainment to all who have participated in its races, its excursions and its various expeditions.

The club has new a list of some five hundred members, and a fixet of between forty and fifty boats. This, of course, does not include the fleets of model yachts in Brooklyn, Hoboken, Jersey City, Harlem, Staten Island, &c. The present season a number of new yachts, built upon improved models, have been added to the New York squadron, descriptions of which will be found elsewhere in this article. This is but one among other evidences that a revival of a most cheering character has occurred in the yachting inclinations of our people. One noted shipboulder declares that people seem to have grown "yacht crays" this year, so extensive and liberal have been his orders for new ressels of this class. The war has undoubtedly taken away many of those choice and silring spirits who revelled in the exhilarating excitement of yachting; but others seem to have sprung up in their places, who have not only maintained the cridit of the "craft," but lately to have imparted to it a new and auswanted seet.

The whole is taken and compared to the new and auswanted seet.

warsmen of a superior class.

\*\*THE CHAMPION CUP WON BY THE AMERICA.

When the late Commodere John C. Stevens returned from England, after his successful encounter with the English yacht squadron in the renowned yacht America, he presented the champion, to be contended for by any English yacht that chose to undertake the task with any of our yachts. This valuable emblem of a penceful victory is now in the possession of the New York yacht Clou, and it may be a matter of interest to some of our yachtmen, who are uninformed of the fact, to know that the cup can be seen at Tiffany's, Broadway, where a view of it may excite anews a rivalry for the attention of another and a similar honor from some of our old or new yachtsmen.

A CHAMPION FLAG WANTER

A CHAMPION FLAG WANTED.

In this connection it may with much propriety be suggested that our yacht squadron be supplied with a champion flag, to be held by the champion boat of the fleet until she may be worsted, and at all seasonable times be resely at a month's notice to contest the honor of dying the flag with any of the squadron. This will arouse a creditable spirit of emulation among the yachtmen, and undoubtedly said to the spril du corps of the entire squadron.

creditable spirit of cimulation among the yachtmen, and undoubtelly add to the opril du corps of the entire squadron.

THE NEW GRADE OF REAR COMMODORE.

The New York Yacht Club should be congratulated upon the selection of so worthy a gentleman to fill the newly established grade of Reaf Commodore as Alexander Major, Esq. Mr. Major is now the owner of the beautiful achieving yacht Seadrift, of sixty four tons. She is as mat as she is beautiful, and her owner as hospitable a gratteman as ever saited under a yacht flag. As the former owner of the little scioner yacht Norma, of only twenty tous, Rear Commodore Major won the esteem of every yachtman who had the good fortune to fall into his hands. So numerous were his guests at times that his little craft could scarcely sustain the number that swarmed upon her deck and filled her bjoss of a cabin. Many of the guests, to save themselves from a duck from the sunwales of the little Norms, cheerfully submitted to a cosor discr. The gallant Rear Commodore will doubtless fill an important part in the successful festivities of the approaching yachting season.

GLANCES ABOUND.

The club will give its airteenth annual regetta in June next, the particulars concerning which, together with the probable programme of other aquette operations during the season, as well as a plance backward and a glance toward, a glance to the lesward and to windward, with items, judidous and guneral yachting information of all

sorts interesting to our aquatic readers, will be found annexed. We begin with a DESCRIPTION OF THE CLUB HOUSE AT ELYSIAN FIELDS.

It is probably half a contury since the founder of the New York Yacht Chib presented to its members the remantic cottage at Elysian Fields, Hoboken, as a place of rendezvous or headquarters for the club. Every visitor to that charming locality—and they can be numbered by millions within the past fifty years—will have noticed this beautifully situated cottage built club house. Its position is unrivalled, situated as it is upon the rising ground near the Elysian Fields, surrounded by tall oaks, but the wood not dense enough to screen the view of the noble Hudson, the broad, majestic Bay and the glittering spires of the Imperial City.

There is nothing particularly noticeable about the structure, except its picturesque style of architecture and its romantic situation. It contains one high and capacious assembly or dining room, where, on a recent visit, we noticed the original models of many of the yachts which have won renown in our own as well as in foreign waters. Among these we may mention the original model by George Steers of the celebrated yacht America; also, promiscuously enumerated, those of the yachts Maria (Commodore's yacht), Widgeon, Julia, Haze, Zinga, Gipsey, Honrietta, Favorita Malory, Marragamett, Annie, Una, Masigie (now Magle), Lucky, Richmond, Undine, Irane, Prima Donna, Magnet, Sendrift, Hornet, Mystery, Ceres, Island Fawn, Alpha, Dream, Pet, Cyrene, Ariel, Spray, Starlight, Northwest, Minna, Plover, Twiight, Petrel, Munne, Citra, Edith, Bonita, Restless, Rowena, Fanny, Hope, Rebecca, Gerurde, Ray, J. Experance, Breeze, Nettle, Sport, Mist, Sybi, La Coquille, Brenda, Cygnet, Escort, Edgar, Volante, &c. There are also models of an English schooner and two English cuttors. Among the curiostities is the fag of the old frigate Con-

cent.

It has been suggested that a yacht club house be established in this city, after the manner of the Army and Navy Club in London. The suggestion is received with much favor.

THE LATE COMMODORE JOHN C. STEVENS, FOUNDER

Fork Yacht Club.

In communicating the resolutions to the Commodore, the Secretary of the Club took the opportunity to assure him that his "position among them had partaken as much of a parentai as of an official character, for not only had he been the founder of the club, but that there was scarcely an active yachtman of its members who did not turn to him as a friend and instructor in everything relating to the pursuit of his favorite amusement." In briefly recapitulating the history of some of the Commodore's favorite yachts, the Secretary further remarked:—

There are none of us, perhaps, who can retrace the half

dore's favorite yachts, the Secretary further remarked:—
There are none of us, perhaps, who can retrace the half century which recall, the experimental Diver of 1822, and few who can remember the Trouble of a later perios; but nearly all have followed with interest the subsequent result of your enterprise and skill. The Wave, without a competitor in her time; the to keep e. with sharp bow and clean run, then looked upon with doubt as for occan navigation, fore-shadowing, neverth-iss, the ellipper ship of to day. The deceptive Gunorack, and then you the peceless Maria, hitherto unrivalled in speed, all hour witness to your seal in the cause, and the time and is but our witness to your seal in the cause, and the time and is but our witness to your seal in the cause. In addition to this was the yacht America went forth as a ploneer under your command to test the relative merits of England and America mechanical skill—in which contest our country so signify iroumphed—you carned for yourself. No veteran yacismum in Europe or America has left a higher or nobler reputation among his brother yachtmen than the late Commodore Stevens. A clear conscience always steered him aright. His example may be imitated in all yachting communities with profit to all interested in the thrilling amusement.

NEW YORK YACHT CLUB FOR 1865. Commodore—E. A. Stevens, Esq., owner of the yacht

Commodore—E. A. Stevens, Esq., owner of the yacht Maria.

Vice Commodore—William H. McVickar, Esq., owner of the yacht Magic, formerly known as the Madge.

Rew Commodore—Alexander Major, Esq., owner of the yacht Seadrift, formerly owner of the small schooner Norma.

Secretary—Hamilton Morton.

Treasurer—A. W. Craven.

Annexed are the

YACHTS BELONGING TO THE NEW YORK YACHT—

SQUADRON—1865.

		1000	1 2	1
	D. Sears, Jr		1585.0	98.0
	J. M. Forbes	Boston	934.6	
	A. C. Kingsland, Jr.		- Control	26.3
	John H. Hacne		1	
Dawn	Griswold			43.8
Edith	It. W. Porbes	New Haven		
Escort	-   A. H. Beil		850.9	
	Geo, A. Ongnod			230.0
Fleur de Ly	s. F. Grand d Hauteville	New York.	-	100,0
Haze	J. Van Scharck	New York	1382.6	91.1
Heurietta.	J. G. Bennett, Jr.	New York	1946 B	189.0
Idler	Thos. C. Durant	New York	1931 6	199
Josephine.	R. F. Louer	. (Stonington	1955 ()	143.0
Julia	H. S. Fearing	New York	1439 2	85.9
Junet	Liohn P. Bayley	Boston	11401 6	87.e
Juniata	John W. Grigg	. Philadelp's	11/2007 12	21.70
Magie	W. H. McVickar	New York	\$1,623.14	112.6
Maria	E. A. Stevens	. Hoboken	1,900 N. Y.	191
Minnle	Geo. W. Mei.esn	N. Brune k	1445.6	74.5
Mystery	Geo. W. McLean	New York.	11002.0	59.1
Nettie	D. H. Follett.	. Boston	1540.7	109.9
Phantom.	H. G. Steobius.	New York.	-	130.0
Rambler	F. Skiddy and	New York	-	140.0
Revilens.	W. R. Travers	New York.	1490 6	195 A
Seadrift	A. Major	New York.	2.93 (7 , %)	257.4
Silvie		New York	1207.0	106.2
Widgeon			3616.5	05.9
Zinga	W. H. Thomas	New York.	2010.0	130.1
	BLOOPS.	1.00	\$40 Ct . 10	1100.2
	(Anson Livingston)	1	1	1
Annie	A Ludlow Living-	New York.	805.4	26.9
Girman William	The second description of the second of	BURNING STREET, ST. LES	BEGINNEY OF	Tall France

Bonita. R. Center.
Sallie E. Day N. B. Falmer.
Geraldine. John S. Dickerson.
Hasweii. Henry Butler.
Jessie. B. A. Lawrence.
Kate. Chas. H. Malory.
Narragansett. F. O. Deuter.
Nauthus. A. Wagstaff.
Nettle. L. D. Senat & vibers.
Plovár. J. P. Picents.
\*White Wing. B. Stuyvesant. New York 10(1) 2 22.6 Stonington 64: 2 32: 5 New York 127: 5 60.0 Pawitayet. 25:0 38:6 Flushing. MyatteBrge 888: 3 37:1 Soston. 740: 6 30: 2

PROPABLE AQUATIC OPERATIONS OF THE NEW YORK YACHT SQUADRON FOR THE SEASON OF 1865, WITH A GLANCE AT WHAT HAS BEEN BONE.

Without pretunding to give official information in re-

3	2-RichmondJ. Van Schaick 2d class sie	200.	
į	3-AnnieL. Livingston2d class si-	oop.	
ì	4 Julia H. S. Fearing & others 2d class so	noor	er.
7	5-Jun atazJ. W. Grigg2d class so	hoor	ior.
ł	6-Nettle L. D. Sonat 1st class sie	OOD.	
9	7-White Wing R. Stuyvesant 1st class si	gop.	
9	8-Geraidine T. S. Dickerson 1st class sh	DOD.	
ì	9-Magic	hoor	er.
CONTRACTOR DESCRIPTION OF THE PERSON OF THE	In going down the bay the wind lulled, and the yachts fell out. Coming up the breeze was fine way, and the yachts were sailed in splendid style came up and rounded the stake boat at the Elysia in the following order:—	e lar ali T!	ger the ley
9	H.	M.	8.
i	1-Annie 3	59	
ĺ	2-Magle 4	07	01
8	3_Narragangett	**	(34)

the New York York Club. The sloop Narraganset, and the schooner Alarm, the latter built for Mr. Frank Baker, of this city, are among the most creditable they have yet constructed, although those now on the stocks, and fast approaching completion, are expected to rival the best ever launched. It is a somewhat singular fact, that while this yard turned out several large sized steamers and but one yacht last season, this year it is overrun with yachting orders and business, and turns out but one steamer. The brothers Van Densen think the people are "yacht crazy" this year. The following are brief descriptions of the yachts now on the stocks in these yards, taken as they are found numbered:—

No. 33—RAMBLES.—Henry S. Fearing and others, owners. Schooner rigged, 140 tons; length, 94 feet; breadth, 21 feet; depth, 10 feet. Built of oak, lanckmatack and locust, with fact.nings by galvanized iron and copper; masts, white pine, other spars spruce. Long sparred, and ditted up after the manner of the Alarm. Will be completed before the lst of May.

No. 35—Flexewing.—ieo. A. Osgood, owner. Schooner rigged; 220 tons; length, 106 feet; breadth, 22 feet; depth, 10 feet. Material of construction, &c., about the same as the Rambier, with such improvements as a little more experience may have suggested. Furnishings and misshings regardless of expense. Will be completed before the lst of May.

No. 35—Flexewing the Schooler rigged; 20-5 feet breadth, 25 feet; breadth, 27 feet; depth, 10 feet. Material of construction, &c., about the same as the Rambier, with such improvements as a little more experience may have suggested. Furnishings and misshings regardless of expense. Will be completed before the lst of May.

No. 35—Flexew nos Lys.—F. S. G. d'Hauteville, owner. Schooner rigged; 100 tons carpenter's, 20 tons register; length on water line. 73 feet; deck, 75 feet; breadth, 21 feet; breadth of the processing of the process of t

No. 38—FLECE DE LYE.—F. S. G. d'Hauteville, owner. Schoouer rigged, 100 tons carpenter's, 30 tons register; length on water line, 73 feet; deck, 75 feet; breath of beam, 19 feet; depth of hold, 7 feet. Built of white tak, heatmatack and locust. Finished with mahogany hatch combings, radings, &c. Sails made in Boston, rigging here. Maste white pine, other spars spruce. Will be finished before lat of May.

No. 37—FRANTON ()—Hon. H. B. Stebbins, owner. Schooner rigged, with centre board, 130 tons. Length of keel, 92 feet. (Specifications not completed.) Will be complated about the lat of May, or soon after.

The expense attending the building, furnishing and fitting up of the above, will, of coarse, denend upon the tastes and liberaity of the owners. It is said they will be fitted up in a style equal to that of the Alarm, which cost, complete, sixty thoursand dollars.

A NEW YACHTSMAN AND THE FLEETWING.

MR. STEEBINS! NEW YACHT PHANTOM AND THE

MR. STEBBINS' NEW YACHT PHANTOM AND THE SILVIE.

The new yacht l'hantom—if we are correct in the name—building by the Van Deusen brothers for the Hou. H. B. Stebbins, is a schooner rigged, centre-board craft, of 130 tons, constructed on the same model as the Silvie, 106 tons—formerly owned by Mr. Stebbins—with the exception of an extension of her lines, which have been drawn out some ten feet. The Silvie is now owned by E. Dodge, Esq., of the New York Yacht Club., It will be remembered the went to Europe when first built, several years ago, but did not race.

when first built, several years ago, but did not race.

THE NEW YACHT HAMELER.

The new schooner yacht Rambler, built is Van Deusen Brothers for Messra. Henry S. Fesring, F. Skindy and S. Gandy, New York Yacht Club, is expected to be very fast. She is of 140 tons, bong sparred, and is modelled after the latest occan yacht built by the same from—the Alarm—whose fine performance on the way to Havana, via Fortress Monroe, &c., we have already chronicled. Her fittings will also be gotten up after the superb sayie of the Alarm.

of the Alarm.

MR. D'HAUTEVILLE'S NEW YACOT.

The new yacht building for F. S. G. d Hautevilla, E.q., of Boston, by the Van Dennen Brothers, he to no schooner rigged, and so tone register. She will be luxuriously finished and furnished. Her owner, besides being connected with foreign F. F. s. and Massachusetts F. F. s. is a relative of our distinguished follow cuttern ox Governor Fish, and it is therefore not at all strange that he should have a partiality for salt water. This superior yacht will, no doubt, prove a valueble and strilliant accession to our yacht guadren the coming superson. A further description will be found discwhere. The named the Fleur de Lys.

THE NEW YACON CALVERD.

is named the Fleur de Lyz.

THE NEW YACHT CALVPRO.

The new schooner yacht Calvpeo, 120 tons, was built in New Lendon for John II Bache, Len, of this city, who formerly ovaced the fass sloop yacht Mallory of 30 tens. She will join the fleet bearing a high reputation for her superior construction.

the Magic, with the exception of her lines being longer drawn out. She is expected to prove a very fast sailer.

to be worth \$150,000.

The colebrated ocean yacht Giprey was built in 1857, in this city, by Van Deusen Brothers, for Mr. L. Spencer, of the New York Yacht Club. An English account states that "she had beaten the celebrated Maria in a breeze, and, according to the rating of her qualifications in the club, was considered to be fifteen per cent faster than the America." She left New York on the 3d of July, 1863, for Earope, her then owner, Mr. A. W. Morse, of this city, crossing the Atlantic in her. It was expected she would join in the race for the Commodore's cup of the Royal Victoria Yacht Club, which came off between Ryde and therbourg, France, on the 17th of August, 1863; but in consequence of some accident to her head goar, encountered on the passage, and perhaps from other causes, sie did

Another of their rules is that no professionals are ad-itted to membership.

The number of good active members at present is about

The yachts belonging to the club are as follows:

Name. Oceano. Towarge. Rig.

1-Giance. Joseph Gillett. 25 sloop.

2-Harriet. Mesars Dodge & Rnight. 18 sloop.

3-Vesper. P. Kenny. 15 sloop.

4-Cornelia C. Pox. 15 sloop.

5-Nellie. H. Byrom. 10 sloop.

6-Carriet. V. Vulleadine. 8 sloop.

7-Maggie. P. Kenny. 7 sloop.

8-Bertha. J. Gillett. 12 sloop.

9-Anna. J. E. Popo. 5 sloop.

Several new boats now being built for the members of the club will be added to the floot during the cusuing season.

The officers of the club for the ensuing year are as

Commediate—H. Byroth.
Commediate—Feter Kenny.
Fecording Servicey—E. Mattle, Jr.
George proding Servicey—J. H. Meeteer.
Treasurer—J. R. Mitchell.
Measurer—E. M. Cooke.

THE UNION (STATEN ISLAND) YACHT CLUB.

The first annual regatts of this club took place in New York hay on the 27th July, 1864. The club was organized on the 7th January, 1864, and at the time of the first regatts numbered thirty-five members and six boats—Julian Janues, Esq., Commodore: M. Willett, Vice Commodore: The following is a summary of the race, course from stakeboat off New Brighton, Stater Island, to Owl's Head, and return, distance about twenty six miles:—

BROOKLYN YACHT CLUB.

The following is assummary of the result of the seventh annual regatts of the Brooklyn Yacht Club, on the 22d June, 1864. Course from a stakeboat off the club house, Gowanus hay, to Concy Island Point, thence to bucy No. 9, of the tail of the West Bank, and return, distance, twenty miles come. twenty miles:-

Yachts Entered.

w-11	Existing account of the contract of the contra	- 219	GP(T)	
	Mystic H Wall 45 4	56	30	ŧ
	Quickstep E. R. Greene 30 5	04	20	ı
9	Add.e Wm. Hutcheon 26	-	Bert.	ı
-	FRUT CLASS BLOOPS.			ı
	Alarm G. L. Haight 30 4	25	15	ı
1	Annie Laurie Wm, McMenies 30 4	30	50	ı
	Issak Walton N. F. Warang 25 5	41	-	ł
	Dolphin T. W. Sheridan 20 4	74	05	ŧ
-1	Julia C. A. Meigs 20 4	44	10	ŧ
39		114	IV	ı
4	Restlerst John Jones 20 4	104		ı
1	Early Bark G. A. Cooper 10	-	-	ı
7	Sea Drift H. B. Jackson 15 5	6	-	ı
а	Oceana	-	-	ı
1	Jennie Cable R. M. Whiting 15 4	20	2	ı
	Mollie Bonson Van Vielt 14 4	33	55	ı
	BECOND CLASS SLOOPS.			ı
55	Mary J. W. Lamson 12	***	1000	ı
b.	Blue Wing J. K. Brick 12	-	-	ı
- 13	Augusta J. N. Taylor 12 5	-	1	ı
-3	Blackhawk J. H. Dimon 11 4	38	-	ı
G	Aurelia H. A. Gonga 10 5	6	10	Ð
8	Lizzie John Ellerby 10	-	20	Ł
	WIRST CLAIR CAT RIG.			ĕ
8	Hector Wm. Pent 8 4	27	40	ı
9	Laurh 8 M. Whitlug 8 4	27	81	ı
я	Farorita J. McClenahan 8 4	22	50	ı
썖	Nonpareil 1. Fäncher 9 4	29	30	ı
		2000	-0.00 E	1
7	The Brooklyn Yacht Club is preparing for a liv	oly (	sen-	ł
	gon for 1505,			ı

## SHERMAN.

PERSONAL MOVEMENTS.

His Late Trip to and from City Point.

His Reception at Newbern and Fortress Monroe,

Our Newbern Correspondence. NEWBERN, N. C., March 26-A. M DEVERAL SURRMAN'S THE FROM COLDSHORO TO MORRIBAD

come through from the front to this place on the same train with General Sherman. He came down tast evenhis way to visit General Grant at Fortress Monroe. He is stopping over here long enough to get his supper at and thence, I understand, he is to take the splendid Monroe. Whether or not that is the vessel he is to go on chend and some vessel thence, is certain.

He is looking in splendid condition, and, as he is sitting being apparently in the very best of humor, although

two or three words, such as "Shove the stores the The question has naturally arisen with meny.

such a crisis as this. Some even venture to suggest that there is an understanding between him and Johnston, and that he has gone to meet General Grant and General Robert E. Les in a consultation, preliminary to a final peaceable settlement of our troubles. Stanton has been up to see Grant, and Davis has expressed a willingness to have Grant and Lee hold a consultation with a view to insist that there is to be such a consultation, and that Sherman has been invited to it. You will probably know or not by the time this reaches you, at least. Quartermaster General Meigs arrived at Morehead to-

Mr. William H. Stiner's Despatch FORTHESS MOSROE, Va., March 29, 1865.

MOVEMENTS OF MAJOR GENERAL SHERWAN. Major General W. T. Sherman returned last evening at a late hour from the front, having spent nearly two days miral David D. Porter placed the gunboat Bat, Captain Barnes, at his disposal. A despatch having been received here that General Sherman was coming, the ladies of the fort, headed by Mrs. Major General Ord, repaired Baltimore wharf, to greetshim on his arrival. The post band was also ordered out to welcome the able chieftain to this place. To all appearances General Sherman anticipated such an affair as awaited him, and, being a modest and retiring man, be, The Lily, ten tons, Commodore J. James, and Mist, forty tons, C. J. Ketcham, also contended.

We have not been informed as yet as to the prospects of the Union Club this season. to the fort, and when comfortably enscenced in Mrs. informed her of his arrival. The disappointment feit by the ladies in having their little surprise party defeated were compelled to retire to their homes without accounplishing the object of their "reconnoussance." After a short stay at the residence of Mrs. Ord, General Sherman left in the Bat for Wilmington.

Interesting from Nicaragua.

Say Francisco, March 29, 1865. Nicaraguan advices of the 11th inst., by the Moses Taylor, eleven days from San Juan del Sur, in orm us that a bill had passed the Senate granting two hundred and forty acres of good land to actual white settlers in Nicaragua.

President Martinez had recommended to the Legislature to extend the term of the contract of the Central American Transit Company to fifty years.

The steaming sent from New York to replace the prepeller, which was disabled at Greytown about two months ago, had not arrived.

The spring rains in the mountains around Lake Nicara

gua promise a good boating stage of water this season. The crops generally prove very abundant. There are fourteen feet of water on the Colorado mouth of the san Joan river.

Racing on Fifth Avenue. TO THE EDITOR OF THE HERALD.

Last evening, about 'six o'clock, while three laboring een were crotsing the Fifth avenue on their way home, they were rin over by a horse and buggy, driven run-ously by a men who was racing with another party of four and a fouble team. One of the men was killed another hadly wounded, and the third barely escaped unfort. The horse and buggy, upon being disentangles from the murdered man, was driven rapidly away, fol-lowed by the other team—the criminals thus escaping arrest and detention. Will the authorities stop the dangerous and dispraceful practice; or do thay like ful driving so well as to ignore the rights and safety of pothey were run over by a horse and buggy, driven furi-